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Administrator Wright Outlines Expansion Plan For CAA To Meet Peacetime Needs

The terrific impetus given aviation as a result of the war together with its inevitable increase in the postwar period has necessitated the rearrangement of the Civil Aeronautics Administration's functional organization, Administrator T. P. Wright announces.

Charged by Congress with "encouraging and fostering the development of civil aviation and air commerce in the United States and abroad," the CAA will find it necessary to expand its services after the war.

The CAA normal operations, by necessity, have been restricted in some cases and modified in others by the demands of the war. Normal activities of the Administration, therefore, were changed in order that this agency might contribute to the war effort to the maximum.

Wright pointed out that the present activities of the CAA are for the most part operational with three development divisions, however, established on a relatively small basis, but so set up as to be susceptible of expansion as Congress might direct.

Scope of CAA Widened.—The "rearrangement" is a grouping of the Administration's activities in three main services: Administrative Operations and Development. Within the latter is a new Aviation Training Service and a new division charged with Foreign Operations.

The division of Foreign Operations has been established, the Administrator explained, to anticipate the activities in which the CAA must engage due to the expansion of our airlines abroad; the numerous requests received from foreign nations for technical advice and assistance; and the preparations involved in the conferences and conventions with foreign nations in which the United States is obligated to participate in keeping with the recognized worldwide role that civil aviation must assume. Al. S. Koch, now Assistant Administrator, has been appointed to head this division.

The civil pilot training program, manpower training, the air education program, the training of foreign nationals and training research are now combined in the Aviation Training Service with Bruce Uthus in charge as Director.

Airports Service is the third group under the Development group under the present Director, C. B. Donaldson.

The major operations services of the CAA, including Federal Airways, Safety

Regulations, the Standardization Center at Houston, Texas, the Washington National Airport and a Regional Councilor to perform liaison between the nine regional offices and Washington, are grouped under the direction of Charles I. Stanton, Deputy Administrator.

The International Conference on Civil Aviation, which opened in Chicago, Nov. 1, is cited by the Administrator as an example of the kind of international relations expected in the future for the CAA's participation.

Plans For Technical Aid.—"Believing that it is beneficial to the United States that American equipment should be used in as many foreign countries as possible, and that in the interest of world commerce American technique in civil aviation regulations and other matters concerning airways operations has much to offer, the CAA has plans which contemplate making available such technical assistance as is appropriate. There also is the current problem involving actual training of technicians, pilots and mechanics in this country as now carried on in the Inter-American aeronautics program."

"The Civil Pilot Training Program, as operated in the last five years, has been the most successful method of stimulating the development of civil pilots which has been evolved by any country in the world. Its resumption is essential for the development of the large private owner field anticipated, and a program for future civilian pilot training, together with estimates of costs, is in the course of preparation."

College Starts Air Course

A two-year course in Aviation Operation and Management has been started at the Texas A and M College, Dr. Howard W. Barlow, acting dean of engineering announces. The course qualifies under terms of the G. I. Bill making veterans eligible for government benefits. The training, sufficient to prepare students for engine mechanics examination, is given along with flight instruction.

Attending Conference

The United States delegation to the International Civil Aviation Conference which convened in Chicago Nov. 1, is divided into two groups. One will staff the International Technical Secretariat; the other will speak for the United States on technical committees.

Administrator of Civil Aeronautics Theodore P. Wright is technical secretary of the Conference and with him as special assistants are Douglas Crystal, Thomas B. Bourne, Fred M. Lanter, Ben Stern, Raymond Nathan and R. B. Moloy. Howard B. Bailey, Civil Aeronautics Board is secretary of technical committee No. 1 on routes with Harry A. Bowen of the same agency as his assistant. Technical committee No. 2 has Alfred S. Koch for secretary with Alfred Hand as assistant. Secretaries of subcommittees acting with Mr. Koch are: Lloyd H. Simson, Kenneth Matucha, Omer Welling, John T. Morgan, CAA; Robert Hoyt, CAB and Delbert M. Little, Weather Bureau.

Paul I. David of the Budget Bureau is secretary of the committee on a convention and permanent body while George C. Neal, CAB, acts in a similar capacity on the problem of an interim council.

Representing the United States on technical committees are: Eugene Sibley, Glen A. Gilbert, James L. Kinney, Charles F. Dyer, Albert Vollmecke, and Harry C. Tarrington, all of CAA. The Weather Bureau is represented in this group by Robert W. Craig; Coast and Geodetic Survey by Paul A. Smith and the Treasury Department by Burke H. Flinn.

T.P. Wright Is Honored By Royal Aero. Society

T. P. Wright, Administrator of Civil Aeronautics, has been invited by the Council of the Royal Aeronautical Society of London to deliver the annual Wilbur Wright memorial lecture in London, May 1945.

The first memorial lecture was delivered before the Society by Horace Darwin, member of the British Government Advisory Committee for Aeronautics, May 21, 1913.

Passengers, Not Freight, Will Be Big Item In Future Air Traffic, Says Burden

International aviation and the changes it may be expected to make in world trade and traffic after the war were discussed by William A. M. Burden, Assistant Secretary of Commerce, in his address before the annual meeting of the American Association of Port Authorities.

Describing the role air transportation will play as related to travel and freight shipping Mr. Burden pointed out that in his opinion, "There seems no more reason to expect that competition between airlines will produce 'economic wars' than that competition in shipping and other forms of trade will produce the same results."

Competition Essential.—"A substantial degree of competition between companies of different nationalities is not only inevitable, but is necessary if air service is to develop in a healthy fashion, and to serve the world public efficiently."

Discussing the International Civil Aviation Conference in Chicago and its agenda he said:

"Because of your responsibility for the ports of the United States and Canada you must be vitally interested not only in the issues which face the international conference but also in three main questions that confront every center of seaborne trade. First, 'How big a business is this international air transport likely to become?' Second, 'How will its development affect the position of individual ports?' Third, 'What steps can ports take to maintain their position in the air trade that is about to supplement passenger shipping operations to so great a degree?'"

"Numerous estimates have been made as to the volume of international air traffic which may be expected over the next few years. Such forecasting involves a high element of risk for the reputation of the forecaster, but I would be indeed fainthearted if I hesitated to join the illustrious group who have already committed themselves on this subject. Fortunately not all the elements involved are imponderables. We know for example the kind of airplanes that will be used in intercontinental service. It takes four or five years to develop a large transport aircraft, and the prototypes or test models of the airplanes in which you will be crossing the Atlantic five years from now are already well along in construction although they have not yet flown."

"Airline operating costs shrink rapidly as the distance to be flown nonstop decreases, and rates to Latin America will consequently be relatively lower than to Europe. A 20-hour service to Buenos Aires for \$190, or only three and one-half cents per mile has been promised—perhaps an optimistic figure, but one that will ultimately be achieved."

"Fifteen hours to London and twenty hours to Buenos Aires means a revolution in travel habits. There is no doubt that a majority of those who formerly took first class steamship passages will go by air in the future."

Indeterminables Involved.—"There are, however, two great uncertainties involved in predicting future volume. First, 'What will the economic and political state of the world be after the war?' and second, 'How much new traffic will the airplane create as distinct from traffic diverted from surface carriers?' The first question I intend to dodge with the general statement that I do

not take a particularly gloomy view of the postwar world. As to the second, there is no doubt but that the vastly increased speed and convenience of the new air services as compared to the old ocean services will result in a much greater amount of international travel. Business men will make many more foreign trips when it becomes possible to visit Europe over a weekend. Families which have only two weeks vacation a year will be able to visit the Continent or Latin America for the first time. Even though air travel will be substantially more expensive than the second class or tourist steamship accommodations which the two-week vacationists usually use, many of them will doubtless be willing to save up for a year or two in order to enjoy the unusual experience of a trip abroad."

"In the field of international air freight we cannot expect volume even remotely approaching these estimates for passenger travel. The literally enormous difference in cost between ocean transport of merchandise and air transport will prove an insuperable barrier to developing air freight volume to the point where it will be significant even in terms of steamship traffic."

"The average prewar ocean freight rate was only 1/5 of a cent per ton-mile, which, incidentally, was about one three hundred and fiftieth of the minimum rate for first class passengers on ships of the Queen Mary type. The airlines will be doing well if they can get the trans-Atlantic air freight rates down to 20 to 30 cents per ton-mile in the first few years after the war. This is 125 to 150 times the steamship freight rate. The vast majority of freight is of such low value per ton and moves with so little urgency that even a great saving of time and convenience would be offset by a very trifling increase in transportation charges. There is, however, a modest amount of high-value goods which will move by air even at the rate of 20 to 30 cents per ton-mile."

Studies Made.—"Some interesting studies on this question, as it applies to trade between the United States and South America, are being made in the Commerce Department. Predicting that much of the air cargo tonnage will represent diversion from the commodity list previously moved by steamship, these studies attempt to determine which commodities are most likely to shift from sea to air, on the basis of value per pound, perishability, fragility, and style factor."

"Obviously there are many unknowns which cannot at this time be measured statistically. For one thing, the speed of air service will create entirely new freight traffic—perishable commodities, for example, which previously could not be transported long distances. And then, there is the possibility of reducing weight through new packaging methods—an average reduction of 30 percent in shipping weight has been reported on Army and Navy air transport services. Leaving out the unknowns, however, we can obtain some informative data on the basis of the four factors mentioned above, (See Burden, page 136)

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CIVIL AERONAUTICS JOURNAL

Jesse H. Jones,
Secretary of Commerce

T. P. Wright,
Administrator of Civil Aeronautics

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INFORMATION
AND STATISTICS

Air Cargo Seen as Small Item of Postwar Shipping

Edward Warner, Civil Aeronautics Board vice chairman, in his address before the American Merchant Marine Conference in New York called attention to some of the lines along which aerial transportation, both passenger and cargo, may be expected to develop after the war.

He made his presentation largely by paralleling air and maritime methods and their relation to demands existing, and those which may be expected to follow the coming of peace.

New Business Expected.—"I anticipate" he said, "very large increases in international air traffic after the war; that the business will continue to be primarily one of carrying passengers, although by no means exclusively so; that much of the increased passenger business will be newly created, rather than obtained by diversion from surface vessels; that air cargo is likely to be increased to ten times the prewar volume or more on routes that already had good air service. Even then air cargo will remain a very highly specialized and selective traffic, representing only a tiny fraction of the vast mass of freight that the Merchant Marines of the world bear to and fro."

Sees Trans-Atlantic Traffic Boom.—Air passenger traffic between the United States and Europe will, Mr. Warner predicted, expand materially.

"The North Atlantic the normal prewar movement by first and cabin-classes averaged about 75,000 per year in each direction," he said. "About 40,000 of that number may be expected to make use of the airplane under postwar conditions, and to be joined by some 40,000 more who would make trans-Atlantic business trips by air that they could not have spared the time to make otherwise—bringing the total to an average of about 220 passengers per day in each direction."

"Existing air rates average approximately 5.0 cents per mile on the domestic airlines and 7.8 cents per mile in Latin America, and (See Air Cargo next page)

CIVIL AERONAUTICS JOURNAL

CAA Puts Rationing Of Gas For Flying In Retailers' Hands

Retail dealers and others who buy aviation gasoline in bulk as distinguished from the individual pilot, became responsible Nov. 1 to the Civil Aeronautics Administration in the rationing of 73-80 octane gasoline, according to T. P. Wright, Civil Aeronautics Administrator, in announcing details of the plan.

Pilots of civil planes, now prohibited from sight-seeing, barnstorming and purely pleasure flying, but who are permitted to continue flying to maintain their skill and in the transaction of their business, will be rationed only by the amount of gasoline available from dealers, and they will receive no coupons, nor be required to make any reports on the gasoline they buy. Their compliance with the rules in their use of this gasoline, however, will continue to be subject to inspection by CAA aeronautical inspectors in the field.

"The aviation gasoline affected in the new rationing procedure, Administrator Wright pointed out, amounts to only 2,000 barrels a day out of a total of 1,237,000 barrels a day allotted for all civilian uses. If this gasoline were used by automobilists, it would increase the amount of their ration by 1/618th of what they receive now, or for an "A" card motorists, less than 1/6th of a gallon a year.

Rationing Regulations.—This is the rationing system that will be used:

1. All pilots engaged in commercial non-scheduled operations aviation enterprises and private companies with fleets of planes will obtain allocation request forms from the CAA in Washington or CAA regional offices at New York, Atlanta, Chicago, Kansas City, Fort Worth, Santa Monica and Seattle. They will apply for gasoline for the rest of this year and quarterly thereafter, on the basis of their purchase records in June, July and August, mailing the application to Washington office of the CAA.

2. The CAA at Washington will send them a ration check calling for the number of gallons to which they are entitled.

3. They will deposit this check on or after October 25, in the rationing system bank in their city and will receive a bank book by which they can draw against their balance in gallons, exactly as a monetary bank account is handled.

4. Oil companies will deliver gasoline to the dealer or bulk user only upon presentation of a signed check.

5. The dealer may sell this gasoline in any quantity to any purchaser, but he may deliver it only into the airplane tank or the tank of an engine test stand.

6. The dealer accounts for the gas he obtains on the usual report form, ACA 1327, which he files with the CAA in Washington.

Basis of the rationing is the administrative order issued September 16, by the Civil Aeronautics Administrator, copies of which are issued to each dealer for reference by pilots. Allocation request forms have also been mailed to dealers.

The airplane pilot may continue to fly in accordance with this order, and the amount of gasoline he may receive is not limited in quantity except as the dealer may limit his sales to his purchasers.

Eastern Defense Area Shrinks

The land boundary of the Eastern Vital Defense Area is moved several miles toward the Atlantic coast line by an order of the Inter-departmental Air Traffic Control Board effective Nov. 9.

The northernmost point of the old area was at Weston, Me., and its western boundary followed a line southwest to Middleburg, Va., and from there southeast to Franklin, Va. From that place it extended almost due east to Corolla, N. C.

The newly established line starts at Newburyport, Mass., and zigzags down the coast, touching Providence, R. I., White Plains, N. Y., through Rahway, Trenton and Bridgeton, N. J., across the Delaware Bay into Smyrna, Del., to Crisfield, Md., through Smith Point and Whaleyville, Va. and from there almost due east to Corolla, N. C., its previous southern terminus.

Only the land boundary of the area is changed, its sea limit remaining 200 miles east of the shore line.

CAB Names Committee On Multiple Taxation

The Civil Aeronautics Board announces appointment of an Advisory Committee to assist the Board in a Study on Multiple Taxation of Air Carriers, under the chairmanship of Oswald Ryan, member of the Board.

The following constitute the committee: Dixwell Pierce, Secretary, State Board of Equalization, Sacramento; Roy Blakey, Professor of Economics, University of Minneapolis, and President, National Association of Tax Administrators; Roy Blough, Treasury Tax Research, Treasury Department; J. C. Collins, Vice President, Mid-Continent Airlines, Kansas City, Mo.; John C. Cooper, Vice President, Pan American Airways, New York City; Amos Culbert, Vice President, American Airlines, New York City.

Harold Groves, Chairman, Department of Economics, University of Wisconsin; J. Weldon Jones, Assistant Director in Charge of the Fiscal Division, Bureau of the Budget; I. M. Labovitz, alternate to J. Weldon Jones, Bureau of the Budget; R. G. Lochiel, treasurer, Pennsylvania-Central Airlines, Washington, D. C.; Edward Logan, Director, Pennsylvania State Budget, Harrisburg; James W. Martin, Professor of Economics and Director of the Bureau of Business Research, University of Kentucky, Lexington, and Joseph McGoldrick, Comptroller, City of New York.

Operating Revenues Increase

The Civil Aeronautics Board announces that the net operating revenue in June for the 18 domestic air carriers, including All American Aviation, Inc., and Hawaiian Airlines, reached a total of \$4,316,705 which is an increase of \$1,360,484 over the same period last year.

Low Spin Fatal

Failure to recover from a spin following low acrobatic flying caused an accident near Mansfield, Wash. in which Pilot David Francis Gallaher was killed and his passenger, Norman Wainscott, was seriously hurt. The plane was demolished.

Gallaher held a commercial pilot certificate with single-engine land 0-330 h.p. and flight instructor ratings. He had flown about 1241 hours, more than 500 of which were in the type of plane involved. Wainscott is not a flyer.

Air Cargo

(Continued from page 126)

I believe it is reasonable to hope that domestic rates can be reduced by about a third within a few years after the war. If domestic passenger rates are actually reduced to three cents per mile, which is about as low a figure as I venture to hope for in the next period of development, I should still expect trans-Atlantic rates in aircraft with supercharged cabins to stand at five cents a mile if a stop is made in Newfoundland or some other intermediate point, and at about seven or eight cents if the operation is non-stop between any major European capital and any point in the United States."

Discussing the possibility of the airplane creating its own new business he said it might be expected to develop along lines closed to steamships because of time limitations. In this connection he said: "Undoubtedly, for example, there would be a market for a substantial number of copies of New York newspapers in South America at prices as high as 50 cents a copy, if they could be delivered within 48 hours, to people who would not want them at any price if they took two weeks to arrive."

S. A. Air Traffic.—"The total volume of exports by air to Brazil and the Argentine within five years after the war might then be expected to reach about 2,000 tons annually—less than one quarter of one percent of the present total export tonnage to those countries."

He predicted the total volume of air cargo movement to and from Latin America within a few years after the war would be some 50,000,000 ton-miles annually (or about 3,000 tons annually in each direction between the United States and South American points south of the north coast, with another 6,000 tons between the United States and Caribbean and Central American points—which, as previously noted, would be only a fraction of one percent of the total present volume of ocean freight on those routes.

New Air Route Asked

The Illinois Airlines, Inc. has applied to the Civil Aeronautics Board for a certificate of public convenience and necessity authorizing non-scheduled air transportation from Chicago to Moline, Ill., East St. Louis, Mo. and Cairo, Ill.

Jobs of CAA and CAB Defined; Chronology Of Each Body Given

In response to many inquiries regarding the functions and duties of the Civil Aeronautics Administration and those of the Civil Aeronautics Board, the CAA Information and Statistics has prepared the following material which will make clear the distinctions. The growth and development of the two agencies also is described.

In 1926, the Bureau of Air Commerce was formed as a part of the Department of Commerce, charged with the licensing of pilots; making flying safe, developing new air navigation facilities, mapping the airways, and furnishing flight information. The Bureau was established under the Air Commerce Act, and was the first Federal legislation for aviation.

Functions Discussed.—The Civil Aeronautics Act of 1938 created the successor, Civil Aeronautics Authority. It was to function independently of any existing department of government. This Authority consisted of an Administrator, and a quasi-judicial board of five members all appointed by the President. The function of this body was to grant airman certificates, regulate mail and passenger rates, write air regulations, and formulate policies for civil aviation development. At the same time, there was created the Air Safety Board, a separate and independent body.

This Civil Aeronautics Authority inherited the personnel and duties of the Bureau of Air Commerce, and certain duties of the Post Office Department and the Interstate Commerce Commission, to all of whom the Air Mail Carriers had been responsible under the Black-McKellar Act of 1934.

In the summer of 1940, the Civil Aeronautics Authority underwent two reorganizations to attain its present form.

Actually, the Authority now exists only on paper. It is more accurate to refer to its two main parts, the Civil Aeronautics Administration and the Civil Aeronautics Board, the latter consisting of a five-man panel, in itself a separate and independent organization.

The Civil Aeronautics Board prescribes Civil Air Regulations which deal with competency of airmen, airworthiness of aircraft and air traffic control. This board also issues certificates permitting persons to engage in air transportation as a business and fixes air mail rates which they may charge and may establish maximum and minimum rates for transportation of passengers and goods. It also has the duty of investigating accidents in air transportation.

In addition to these rule-making and investigative functions the Board acts as "judge" in prosecutions brought by the Administrator of Civil Aeronautics in connection with the revocation and suspension of airman and air carrier certificates as result of violations of the Civil Air Regulations.

CAA Operates 6 Services.—The Civil Aeronautics Administration, formed at the same time, operates six main services: Federal Airways, Airports, Safety Regulations, Information and Statistics, Foreign Operations and Aviation Training, in addition to the Washington National Airport and the

(See Chronology, page 131)

In the Marines Now



Basil R. Littin

Basil R. Littin, formerly Chief of the Civil Aeronautics Administration's Publications Section, entered the armed forces early in October as an aviation combat correspondent for the Marines.

Before coming with the CAA in 1942, Littin was Assistant Chief of the Civil Aeronautics Board's Information Section and prior to that, aviation editor on the Toledo Times.

A graduate of the University of Toledo in 1940, Littin's extra-curricula activities while in college included his work in developing the National Intercollegiate Flying Club, organizing the CPT program at the University, and serving as executive secretary of the Civilian Air Reserve, forerunner of the present Civil Air Patrol.

Littin is married and has two children, Robert, two and a half years old, and Victoria, eight months.

Recent CAA Releases

Among releases issued by the Civil Aeronautics Administration Information and Statistics Service which may be of interest are:

The CAA and Airports. T. P. Wright, Administrator of Civil Aeronautics, before the Second National Clinic of Domestic Aviation Planning, Oklahoma City.

International Aviation discussed before American Association of Port Authorities by William A. M. Burden, Assistant Secretary of Commerce.

The Market for International Air Travel—Air Mail—Air Cargo discussed by Edward B. Warner, vice chairman of the Civil Aeronautics Board before the American Merchant Marine Conference.

Copies available from CAA Information and Statistics Service, Commerce Building, Washington 25, D. C.



The CAA Journal, through its Question and Answer Column, will be glad to reply to queries from readers. Address them to Editor, CAA Journal, Reference A250, Civil Aeronautics Administration, Washington 25, D. C. Any publication may use the Question and Answer Column, in part or in its entirety. A credit to the Civil Aeronautics Administration will be appreciated.

Is there likelihood regulations on hand-capped pilots will be eased? J. D.

Yes. Administrator Wright announces such action. (See article in this issue of Journal.)

How may I obtain information regarding Federal positions in airport and airway traffic control centers? V. G.

Complete details are obtainable at first and second class postoffices. The law requires veterans on Civil Service lists be given first preference for these jobs.

To the Editor:

I have just received the last issue of your Journal and I congratulate you on the attractiveness of the new cover. J. F. B.

Thought it would be nice to tell you that one reader is getting a lot of good information from your publication and believe that if all pilots would subscribe to the Journal there would be less "bellyaching" and what I take to be misunderstanding.

The story on Alaska by C. E. Planck is a jewel. Considering just such an event in my own life, postwar.

The item on Aerial Signposts System is very good. We "contact birds" can really use it.

I sincerely appreciate your publication and hope that its service can become more generally observed in the near future. E. W. T.

CAA Communications Help

A night flyer, who evidently mistook a stretch of highway for an Omaha airport runway, was warned by the CAA communicator of his error and brought down safely. The highway is bordered on either side by light poles and landing there probably would have been disastrous.

A pilot "lost" over Pittsburgh was led, step by step, by radio to a safe landing at the airport there. The ceiling at the time was 1300 feet and the visibility three-fourths of a mile.

The occupants of a plane forced down to an emergency landing were helped to safety by the CAA, Fairbanks, Alaska, radio. "Engine going out and I'm heading for Tanana," came the call for help. A searching plane located the ship which had overturned and supplies were dropped. Neither passengers nor pilot were seriously hurt and they walked to Tanana river, a distance of about 18 miles, where they were picked up.

Seeks Canadian Termini

An application is on file with the Civil Aeronautics Board for a certificate of public convenience and necessity authorizing scheduled air transportation between Duluth, Minn. and Winnipeg, Can. and between Duluth and Fort William, Ontario, Can.

CIVIL AERONAUTICS JOURNAL

Gilbert Discusses Air Traffic Control Before Scientists

A comprehensive picture the functions and operations of the Civil Aeronautics Administration's Division of Air Traffic Control is contained in an address made by Glen H. Gilbert, its chief, before a meeting of the Institute of Aeronautical Sciences in Washington.

Mr. Gilbert's address was divided into eight main sections and each is expanded to cover traffic control in all its phases.

Points Covered.—First he discussed Purpose of Air Traffic Control, following with Facilities Used; Fundamentals of Control; Review of Developments; Developments Under Way; Developments in the International Field; Future Developments and in his conclusion he said:

"In summarizing this discussion on developments in air traffic control, particular attention is directed to the fact that the problem of controlling future air traffic is not one of insurmountable magnitude. It is necessary, however, that definite steps be taken to meet this problem.

"The Civil Aeronautics Administration has plans which, when completed, will afford immediate and substantial improvement for the next few years. This program includes: (1) Decentralization in the present concept of air traffic control, known as approach control. (2) An automatic flight data communications and posting system capable of handling a large amount of flight data. (3) Improved air-ground radio communication channels utilizing very high frequency facilities. (4) Improved navigational facilities using very high frequencies.

"**'Must' Developments.**—During the relatively few years that this program will suffice, developments must be perfected to provide further improvement in the air traffic control system by the end of this period. Two developments in this category which are a 'must', are a collision warning device for installation in aircraft and a scanning screen for installation in airport traffic control towers. Additional developments which are highly desirable and which would further simplify the problem of the pilot include automatic aircraft position reporting facilities and devices to indicate to the pilot his current traffic control instructions.

"Following the successful completion of these developments, changes in procedures and regulations are anticipated which will result in shifting the emphasis of air traffic control from the prevention of collision between individual aircraft to the maintenance of efficiency in the flow of air traffic."

Board Asks Comment on Revisions

The Civil Aeronautics Board asks for comment on a proposed revision of Part 24 of the Civil Air Regulations as relating to Mechanic Certificates prior to final consideration by the Board. Comment on the revision previously requested was too meager, the Board decided, to reflect a fair cross section of the industry, and for that reason further expressions of opinion are asked. The Board requests comment on the revisions be submitted not later than Dec. 1, 1944.

CAB Hears Applications Of Carriers For World-Girdling Air Transportation

Hearings on applications for authority to operate international air transportation service between the United States and European points across the North Atlantic were begun Oct. 16 by the Civil Aeronautics Board in accordance with its announcement of June 14 setting forth certain routes as "desirable for operation by United States carriers."

North Atlantic Route.—The proposed routes are: between New York City and Cairo, Calcutta, Basra and Lisbon. Applications were filed by American Airlines, Inc., American Export Airlines, Inc., Northeast Airlines, Inc., U. N. Airships, U. S. Mid-night Sun Air Lines, Inc., Transcontinental & Western Air, Inc., Pennsylvania-Central Airlines Corporation, Pan American Airways, Trans-Oceanic Air Lines, Inc., National Airlines, Inc. and Moore-McCormack Lines, Inc.

At subsequent hearings on applications for South Atlantic routes from New York City to Natal by three ways are to be held. The applicants are: American Export Airlines, Inc., American South African Lines, Inc., Pan American Airways, Inc., Seas Shipping Co., Inc. and U. N. Airships.

Applications for hearings on Pacific routes are on file with the CAB and dates for them will be fixed later. Over these it is proposed to link cities in the United States and Alaska, Russia, Japan, China, India, Batavia and Australia. The applicants are: Pennsylvania-Central Airlines Corporation, Northwest Airlines, Inc., Transcontinental & Western Air, Inc., Chicago and Southern Air Lines, Inc., Pan American Airways,

English And Spanish Glossary Is Issued; Suggestions Asked

A preliminary glossary of the Spanish equivalents of English aeronautical terms has been compiled by the Civil Aeronautics Administration.

The publication in its present form is primarily intended as an invitation to interested persons to submit their criticisms and suggestions for its betterment.

Copies Available.—Copies of the "Glossary of Aeronautical Terms Spanish-English" may be obtained from the Director of Information and Statistics, Civil Aeronautics Administration, Washington 25 D. C. The Director asks for and will welcome any suggestions or criticisms which may be offered.

Those which will increase the informational value of the Glossary will be incorporated in a final publication, to be issued after a lapse of time sufficient to permit all who want to make suggestions to do so.

Aids Training Program.—The final publication will be handy in size and substantially bound for field reference use and as a text book. Its general appearance will be the same as the preliminary draft. It will, the CAA believes, prove a valuable aid and technical help for use in connection with CAA manuals and other material now being translated for use in Spanish language countries. It will doubtless prove valuable in the Inter-American aeronautical education program now being conducted by the Civil Aeronautics Administration.

London Only 12 Hours Away

Figures were introduced by the American Airlines during the hearings on its application, showing a trip by air from New York to London probably will cost less than one by water and that hours instead of days would be consumed in making it.

The air borne traveler will be able to make the trip for \$235 in just four minutes less than 12 hours. Prewar first class steamship fare was about \$300, and it took days instead of hours.

A. N. Kemp, president of the company submitted figures showing the fastest time will be between Boston and London, 10 hours and 44 minutes.

U. N. Airships, Hawaiian Airlines Limited and American President Lines, Limited.

Hearings Requested.—Between United States and Alaskan points the following carriers have asked hearings: Western Airlines, Inc., Inland Airlines, Inc., Prairie Airways, Inc., United Airlines, Inc., Woodley Airways and Alaska Airlines, Inc. (To file.)

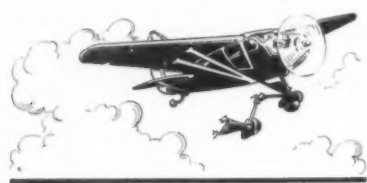
Hearings have been held on applications to provide air service between the United States and Honolulu. The applicants are: Hawaiian Airlines Limited, Matson Navigation Co., Northwest Airlines, Inc., Western Air Lines, Inc., United Air Lines, Inc. and the Ryan School of Aeronautics.

Applications for routes between the United States and Mexico, Central and South America and the Caribbean have been heard by the CAB. Applications were filed by: American Airlines, Inc., American Export Airlines, Inc., Braniff Airways, Inc., Chicago and Southern Air Lines, Inc., Delta Air Corporation, Eastern Air Lines, Inc., Grace Lines, Inc., Atlantic Gulf and West Indies S. S. Co., Moore-McCormack Lines, National Airlines, Inc., Pan American Airways, Inc., United Fruit Co., Waterman Airlines, Inc., Western Air Lines, Inc., Colonial Airlines, Inc. and Panagra.

Mail Pound-Miles Up In July, Report Shows

The Civil Aeronautics Board has announced that mail pound-miles flown by the 18 domestic airlines in July increased 43.87 percent and express pound-miles increased 8.42 percent, over the corresponding month in 1943 and that revenue miles increased 43.35 percent. The number of revenue passenger-miles increased 41.28 percent compared with July a year ago.

The airlines flew 99.30 percent of their scheduled mileage in July. Of the 19.39 average available seats per mile, about 91.52 percent were occupied by revenue passengers, as compared with 18.72 average available seats of which 91.06 percent were occupied by revenue passengers for the same month last year.



Fatal Stall.—Adam Schledewitz, 46, was killed when he zoomed from a low dive near Culbertson, Mont. and his plane stalled and crashed. He held a student pilot certificate and his log book showed he had flown about 129 solo hours. He bore the reputation of being a conservative and conscientious pilot. "Low flying" was given as the cause of the accident.

Injured Avoiding Crash.—An accident resulting from a near collision during take-off at the Macomb Airport, Macomb, Ill. caused the serious injury of Franklin David Sturdy who was piloting one of the planes. His passenger, Olin N. Piercy, a news photographer, escaped unhurt as did Pierce Nicholas O'Carroll, pilot of the other plane and his passenger, Thomas L. Shafer, also a news photographer.

Sturdy successfully maneuvered to avoid O'Carroll's ship and in doing so his plane overturned.

Sturdy, 37, has a private pilot certificate with single-engine land, 0-450 h.p. rating. O'Carroll, 42, holds a commercial pilot certificate with single and multi-engined land 80 to 1014 h.p. rating.

The report on the accident stated: "Whereas the immediate cause was Pilot's Sturdy's emergency landing to avoid possible collision, the emergency was created by Pilot O'Carroll's disregard of safety in taking off across the flight path of an aircraft which had already started its take-off run.

Disastrous Escapade.—Two boys while attempting to start an airplane, which they intended to fly without authorization, were involved in an accident which caused serious injury to one of them at the Hamilton Airport, Indiana, Pa. Neither had pilot certificates. Those involved were Earl Livingston, 16, and James Streams, 19, both of Indiana. Streams was hit in the head by the propeller and badly hurt.

Cause: "attempt of unskilled persons to start an aircraft engine."

Hits High Tension Wire.—Failure to clear high tension wires while he was making an unusually low approach to the runway of the Hopewell Airport, Hopewell, Va. resulted in a crash and severe injuries to Pilot Richard V. Bozarth, 41, Richmond, Va.

He holds a student pilot certificate and had flown about 80 hours, 35 of which were in the type of plane involved, Luscomb 8, NC 2381.

The evidence, says the report, "definitely indicated the wires are out of the normal approach path to the runway, but any wires near an airport do constitute a hazard, especially to the unskilled pilot."

The probable cause was the pilot's failure to clear the wires while making an approach without sufficient speed to permit of effective action in an emergency.

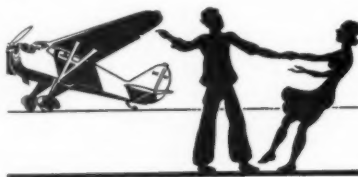
Hurt In Glider Crash.—Douglas Clark Childs, 28, glider pilot, failed, according to witnesses, to establish a normal glide speed when he cast loose from his tow at 125 feet, went into a spin and crashed at the Denver University gliding field. Childs sustained serious injuries. His glider experience consisted of two ground tows and two low flights.

Probable cause: "stall out of turn before normal flight speed had been established."

Recklessness Kills Two.—Pilot Manuel Gomez, 30, and Miss Hazel L. Myers, 21, were killed in an accident near Gardnerville, Nev., when their plane stalled on a steep climbing turn and fell.

Gomez, whose home was in San Francisco, held a commercial pilot certificate and Mrs. Myers a private.

The accident was caused while "maneuvering recklessly too close to the ground to permit recovery."



Stunting Fatal To 2.—Violent acrobatics in a light plane caused a crash in which Pilot Samuel Cammarata, 30, and his passenger, William J. Covington, Jr., 18 both of Dallas, Tex., were killed near the Sky Ranch Airport, Dallas.

Cammarata held a commercial pilot certificate, single-engine land 0-80 h.p. rating. He had about 600 hours flying time, all in the type of plane involved. Covington, a student pilot had made one solo flight.

Examination of the wreckage disclosed that a large portion of the fabric from the top surface of the right wing had come off in flight. Probable cause was wing fabric failure during violent acrobatic maneuvers.

"Carelessness" Given As Cause.—While coming in for what was described as a "power-on" wheel landing Cadet Lon J. Harris, 25, Jay Em, Wyo., permitted the craft to strike ground 100 feet short of the runway at the Des Moines Municipal Airport resulting in minor hurts to himself and serious injury to his instructor Clyde L. Orr, 26, of Des Moines.

Harris had approximately 500 hours of flying time prior to his enrollment as a cadet in the War Training Service program and had been a WTS Naval flight instructor, flying the same type of plane as that involved in the accident. He held a commercial pilot certificate with single-engine land 0-80 h.p. and flight instructor ratings. Orr held the same rating and certificate and had flown 788 hours.

The probable cause of this accident was "carelessness of both pilots in undershooting the runway during a power approach."



Two Rice Seeders Hurt.—Serious injuries were sustained by two fliers seeding rice in California, when their planes fell from low altitudes. Spencer Deryl Begley, 37, crashed near Williams and Lowell Gilbert James, 35, near Willows. Each held flight instructor ratings.

Inadvertent stalls were given as cause of these accidents.

Two Killed In Crash.—Coming in low for a landing at the Williamsport Airport, Mountoursville, Pa. Pilot Frederick L. Fabel, 33, of South Williamsport, flew into high tension wires and he and his passenger, Wayne Hannah, 32, Charlotte, N. C. were killed.

Fabel held a private pilot certificate with single-engine land 0-80 h.p. rating and had 220 hours flying time, 150 of which were in the type of plane involved. Hannah held no certificate.

The accident was caused "by failure of the pilot to avoid an obstruction in his flight path."

Plane Hits Auto.—While coming in for a night landing at Bailey's Airport, Ludlow, Mo., Pilot Alonzo Newton Bailey, 39, of Ludlow, overshot and crashed into a parked car seriously injuring Mrs. Ralph Hughes, of Broymer, Mo., a spectator and sustaining minor injuries to himself.

Bailey holds a private pilot certificate with single-engine land, 0-360 h.p. rating and has about 573 solo hours all in the type of plane involved.

The probable cause of the accident was given as "Failure of the pilot to properly judge his approach while making a night landing."

Three Killed In Crash.—The engine in the airplane piloted by George H. Cunningham, 41, stalled a short time after he took off for a sightseeing trip from the Houston, Tex., airport and he with his two passengers were killed in the resulting crash. They were: Mrs. Dorothy Huddleston, 27, and Miss Geneva Melto, 22, all of Houston.

Cunningham held a commercial certificate with single-engine land, 0-650 h.p. and flight instructor ratings. He had had about 2000 hours of flying.

The probable cause of this accident was a "stall at an altitude too low for recovery." The reason for the stall could not be determined as the plane was destroyed.

Girl Pilot Hurt.—While circling after take-off, for no apparent reason, the airplane piloted by Miss Lillie May Christensen, 19, Seattle, went into a spin at about 400 feet at the Yakima, Wash. Airport, and crashed severely injuring her.

Miss Christensen, a student, had five hours solo. The plane, NC 23815 was badly damaged.

The cause of spin and the maneuver preceding it was not determined.



Federal, State And City Agencies Study CAA's Model For Zoning Act

A model State Zoning Act, prepared in 1941, by the CAA and the National Institute of Municipal Law Officers, was studied for possible improvement Sept. 29 at a meeting in Washington attended by representatives of the CAA, NIMLO, and the Council of State Governments.

The meeting, presided over by John M. Hunter, Jr., Chief of the Airport Contracts and Legislation Unit of the CAA, analyzed the Model Zoning Act which has already been adopted by 12 states and Alaska.

Meetings Scheduled.—Other states will discuss this subject at meetings in January and February.

After the discussion, Hunter said: "The present model act is well designed to accomplish its purpose. It is fundamentally sound and will require only a few minor changes to make it acceptable to all states, subject to local variations of state law."

"A new feature, developed during the meeting, provides for an amendment permitting cities and counties to protect approaches to privately owned airports of the public utility class as well as publicly owned airports. We foresee no objection to this change."

Those Attending.—The meeting was attended by: Charles S. Rhyne, Executive Director NIMLO; William P. McCracken, Jr., Chairman, Joint Airports Users Conference; Charles H. Buck, Chairman of the Maryland State Aviation Committee; Donald Hanks, American Municipal Association; Hugh Gallagher, Associate Director Council State Governments.

John Boatwright, State Bureau Statutory Research, Virginia; Harrington Adams, Deputy Attorney General, Pennsylvania; G. Coe Farrier, Assistant City Solicitor, Philadelphia, Pa.; Philip P. Shotland, Corporation Council, Newark, N. J.; Joseph A. Ward, Assistant Corporation Council, Newark, N. J.; John Semmes, Chairman Joint Airport Zoning Board, Baltimore, Md.; Ray V. Long, Director State Planning Board, Virginia; William C. Green, Assistant Attorney General, Minnesota; John W. Andrews, Chief Federal State Relations Section, Department of Justice; David M. Fried and Herzel Plaine, Attorneys, Department of Justice; James M. Dikeman, General Council Office, CAA; John Gilster, CAA and Merrill Armour, CAB.

Prop Whirls Off Shaft Killing 1, Injuring Another

A few seconds after an aircraft engine had started, its propeller whirled off the shaft, killed a 14-year old boy, and seriously injured the prop-twister.

It had taken two men, neither a mechanic, to fasten the propeller on the shaft. After the first quit, the second, according to his own statement, "hit the wrench so hard with the hammer that it (the securing nut) would never come loose".

Investigation by the CAB revealed "failure of a propeller securing nut, apparently due to excessive wear and improper installation".

War Department Modifies Aero. Chart Sale Regulation

Conditions governing the sale of Coast and Geodetic Survey aeronautical charts have been modified by a recent ruling by the Secretary of War, which reads as follows:

"The War Department interposes no objection to the sale of aeronautical charts of the United States, regardless of whether they may embrace vital air defense areas, to the following persons:

"A pilot furnishing evidence that he holds a currently valid Airman's Identification Certificate or, in lieu thereof, suitable identification as a member of a component of the armed forces of the United States;

"Approved flying schools, provided the charts are of an area adjacent to the school;

"Such other persons who may furnish proof of loyalty to the United States and establish that it is in the public interest that such charts be obtained."

Persons desiring to purchase these charts should furnish the required evidence of qualifications to Coast and Geodetic Survey or its authorized sales agents.

Chronology

(Continued from page 128)

Standardization Center at Houston, Texas. While the Board is an independent organization, the Administration is under the Department of Commerce, with an Assistant Secretary directly in charge.

The Airways Service constructs and operates the vast system of civil airways, which includes the control of scheduled and non-scheduled air traffic, radio range stations, weather reporting stations, teletype and telephone communications systems and other aids to air navigation. The Service also develops air navigation facilities, aircraft, aircraft engines, propellers and appliances.

The Airports Service acts in an advisory and developmental way in design and construction of airports, except during the war, when its experience was used in the planning and actual supervision of construction of airports for military use.

The Safety Regulation Service enforces regulations in the certification of pilots, planes, mechanics, and air agencies such as flight and ground schools. It checks the design and performance of new planes to insure the safety of the flying public. It works in close collaboration with the Safety Bureau of the Civil Aeronautics Board, referring violations of regulations to the Board and administering the Civil Air Regulations passed by the Board.

The Information and Statistics Service disseminates news, information and statistics on aviation generally and publishes a monthly journal of Civil Aeronautics Administration and Civil Aeronautics Board news.

Through a special act of Congress in 1939, the Civil Aeronautics Administration was empowered to train civilian pilots for a period of five years, and the Civilian Pilot Training Service was established as a fifth service. Several hundred thousand pilots were trained both for peace and war flying, and in 1944, Congress extended the War Training Service (as the CPT later became known) for two more years. An extension of this training became the air education program now in effect in thousands of secondary U. S. schools in which the Civil Aeronautics Administration cooperated with the U. S. Department of Education.

Fourth Inter-American CAA Aviation Training Program Is Underway

Applications were received in 19 American republics for 128 scholarships offering a year's aviation training in the United States under supervision of the Civil Aeronautics Administration.

This will be the fourth Inter-American Training Program conducted by the CAA. Financed by the State Department, it provides for the training of 19 pilots, 37 mechanics, 35 technicians in communications and traffic control, and 37 internes who will receive on-the-job instruction with airlines, airport managements, or other aviation enterprises.

Examinations Dec. 1.—Closing date for applications is Nov. 15. Examinations will be given Dec. 1, with successful candidates expected to report in this country about Feb. 1. Selection will be made by committees in each republic.

A group of 39 mechanic trainees in the second program were graduated Oct. 6 by Spartan School of Aeronautics, Tulsa, Oklahoma.

Carrying forward another phase of CAA cooperation with American republics, Cloyce Tippet has gone to Brazil, where he will resume work as a consultant to the Director of Civil Aeronautics. He is assisting in the standardization of flight instruction and maintenance methods in Brazilian civil aviation. With John Evans and John Hammett as aides, he is instructing Brazilians along the lines which proved successful in the Civilian Pilot Training Program conducted by the CAA in the U. S. from 1939 to 1942. Chief field of activity is the Aero-clubs, government sponsored organizations whose members are on call by the Brazilian Air Force.

Heads Mexican Mission.—Meanwhile, in Mexico, a CAA mission headed by Olin K. Haley, assisted by John R. Moore and David Regester, is advising and assisting the Mexican Government in their civilian flight training activities. At Puebla, Mexico, a flight training school under the supervision of this group is providing elementary and secondary flight training for Mexican pilots. Two sessions have been completed, and the third has just been inaugurated, with 44 students in training.

Currently receiving training in the United States under the third CAA program are 31 pilots at Purdue Aeronautics Corporation, West Lafayette, Indiana; 44 technicians at CAA Regional Headquarters, Kansas City, Missouri; and 66 mechanics at the Spartan School in Tulsa.

To date, 31 graduates of the second program have been selected to remain in this country for six-month internships with airlines and aircraft, engine, and instrument factories. Upon completion of training, they will return to their countries.

More Air Service Asked

Hearing on an application for certificates authorizing additional air transportation service for Florida and westward to New Orleans will be held Nov. 27 at 10 a.m. (EWT) in the Department of Commerce auditorium Washington, D. C. before William F. Cusick, CAB examiner.

DOMESTIC AIR CARRIER STATISTICS

Operations for September 1944

| Operator and routes | Revenue miles flown | Revenue passengers carried ¹ | Revenue passenger miles flown | Express carried (pounds) | Express pound-miles flown | Passenger seat-miles flown | Revenue passenger load factor (percent) |
|---|------------------------|---|-------------------------------------|--------------------------------|---------------------------------|----------------------------------|--|
| All American Aviation Inc. Total | 112 616 | 0 | 0 | 18 693 | 2 893 379 | 0 | |
| Pittsburgh-Huntington, Jamestown, Williamsport, Harrisburg, Washington | | | | | | | |
| American Airlines Inc. Total | 3 298 171 | 89 596 | 56 716 001 | 2 106 833 | 947 529 421 | 61 813 854 | 91.75 |
| Dallas-Los Angeles | 1,066,623 | 21,307 | 19,726,612 | 159,987 | 169,781,413 | 20,472,630 | 96.36 |
| New York-Chicago | 487,462 | 20,167 | 7,694,128 | 794,766 | 364,115,982 | 8,447,376 | 91.08 |
| Boston-New York | 181,873 | 18,570 | 3,288,285 | 397,286 | 62,712,864 | 3,691,102 | 89.09 |
| Syracuse-Cleveland | 28,890 | 2,383 | 373,765 | 83,610 | 15,797,842 | 578,905 | 64.56 |
| Cleveland-Nashville | 61,182 | 4,833 | 1,158,135 | 107,204 | 24,950,688 | 1,247,049 | 92.87 |
| New York-Fort Worth | 951,425 | 27,026 | 15,716,515 | 346,030 | 212,816,908 | 17,279,409 | 90.86 |
| Washington-Chicago | 170,327 | 6,845 | 2,820,220 | 147,579 | 53,117,537 | 3,030,460 | 93.06 |
| Chicago-Fort Worth | 170,743 | 7,120 | 3,182,066 | 45,887 | 20,045,977 | 3,521,034 | 90.37 |
| Buffalo-Toronto | 3,648 | 926 | 70,376 | 1,978 | 150,328 | 76,456 | 92.05 |
| El Paso or Fort Worth-Mexico | 185,998 | 3,212 | 2,685,896 | 22,506 | 18,039,882 | 3,469,433 | 77.42 |
| Braniff Airways Inc. Total | 555 843 | 24 824 | 9 989 873 | 141 609 | 64 399 838 | 11,174,358 | 89.40 |
| Chicago-Dallas | 323,263 | 11,681 | 6,031,350 | 86,714 | 51,558,285 | 6,409,437 | 94.10 |
| Denver-Brownsville | 202,011 | 11,708 | 3,516,143 | 53,634 | 12,652,403 | 4,127,586 | 85.19 |
| San Antonio-Laredo | 30,569 | 2,820 | 442,380 | 1,261 | 189,150 | 637,355 | 69.41 |
| Chicago & Southern Air Lines Inc. Total | 287 044 | 10 735 | 5 243 626 | 116 435 | 53 561 431 | 5 977 281 | 87.73 |
| Chicago-New Orleans | 220,612 | 9,440 | 4,113,175 | 96,212 | 44,252,931 | 4,580,545 | 89.68 |
| Memphis-Houston | 66,432 | 3,037 | 1,130,451 | 20,223 | 9,308,500 | 1,390,736 | 81.28 |
| Continental Air Lines Inc. Total | 227 759 | 6 884 | 2,502,131 | 22 783 | 8,969,803 | 2,667,376 | 93.80 |
| Denver-El Paso-San Antonio | 155,945 | 4,829 | 1,714,601 | 14,834 | 5,522,577 | 1,832,246 | 93.58 |
| Denver-Tulsa | 37,400 | 1,855 | 421,651 | 4,018 | 1,316,762 | 445,096 | 94.73 |
| Denver-Kansas City | 34,414 | 817 | 365,879 | 3,931 | 2,130,464 | 390,034 | 93.81 |
| Delta Air Corporation Total | 333,632 | 16,052 | 6,334,283 | 87,246 | 30,280,694 | 6,960,981 | 91.00 |
| Charleston or Savannah-Fort Worth | 282,789 | 13,181 | 5,370,373 | 49,910 | 20,194,631 | 5,906,389 | 90.92 |
| Atlanta-Cincinnati | 50,843 | 3,013 | 963,910 | 37,336 | 10,086,063 | 1,054,582 | 91.40 |
| Eastern Air Lines, Inc. Total | 1,559,730 | 45,236 | 24,092,195 | 599,583 | 312,735,327 | 28,052,734 | 85.88 |
| New York-San Antonio or Brownsville | 590,192 | 17,022 | 9,366,625 | 178,313 | 118,431,539 | 11,083,303 | 84.51 |
| New York-Miami | 572,435 | 17,147 | 8,100,070 | 190,197 | 99,802,321 | 9,770,603 | 82.90 |
| Chicago-Jacksonville | 269,803 | 10,269 | 4,469,564 | 185,782 | 71,888,088 | 4,682,331 | 95.46 |
| Atlanta-Tampa | 39,440 | 2,010 | 707,685 | 7,127 | 2,866,058 | 807,969 | 87.39 |
| Washington-St. Louis | 87,840 | 3,170 | 1,448,250 | 38,164 | 19,747,321 | 1,708,528 | 84.77 |
| Inland Air Lines, Inc. Total | 122,015 | 2,472 | 770,952 | 7,259 | 1,598,934 | 1,023,309 | 75.34 |
| Denver-Great Falls | 90,379 | 2,472 | 770,952 | 7,154 | 1,571,214 | 1,023,309 | 75.34 |
| Cheyenne-Huron | 31,636 | 0 | 0 | 105 | 27,720 | 0 | |
| Mid-Continent Airlines, Inc. Total | 200,298 | 7,284 | 2,105,788 | 25,850 | 7,139,475 | 2,481,344 | 84.86 |
| Minneapolis-Tulsa | 146,039 | 5,465 | 1,538,612 | 21,405 | 5,625,243 | 1,801,683 | 85.40 |
| Minneapolis-Des Moines-St. Louis or Kansas City | 54,259 | 1,921 | 567,176 | 4,445 | 1,514,232 | 679,661 | 83.45 |
| National Airlines, Inc. Total | 258,106 | 9,670 | 3,127,951 | 31,803 | 10,590,646 | 3,564,764 | 87.75 |
| Jacksonville-Key West via Miami | 130,060 | 6,647 | 1,508,203 | 13,471 | 3,663,093 | 1,804,536 | 83.58 |
| Jacksonville-New Orleans | 128,046 | 4,368 | 1,619,748 | 18,332 | 6,927,553 | 1,760,228 | 92.02 |
| Northeast Airlines, Inc. Total | 79,550 | 4,598 | 1,173,059 | 11,561 | 2,327,119 | 1,666,266 | 70.40 |
| Boston-Presque Isle and Moncton | | | | | | | |
| Northwest Airlines, Inc. Total | 800,619 | 20,766 | 14,027,073 | 208,700 | 114,552,746 | 16,000,091 | 87.67 |
| Chicago-Twin Cities-Seattle; Fargo-Winnipeg | 793,995 | 20,766 | 14,027,073 | 208,700 | 114,507,184 | 16,000,091 | 87.67 |
| Minneapolis-Duluth | 6,624 | 0 | 0 | 330 | 45,562 | 0 | |
| Pennsylvania-Central Airlines Corporation Total | 614,699 | 49,732 | 10,714,730 | 488,333 | 94,310,350 | 12,775,857 | 83.87 |
| Norfolk-Detroit | 431,276 | 37,969 | 7,678,580 | 357,139 | 63,079,057 | 8,938,329 | 85.91 |
| Detroit-Milwaukee or Chicago | 85,124 | 9,090 | 1,544,855 | 90,999 | 17,403,679 | 1,782,549 | 86.67 |
| Pittsburgh-Buffalo | 26,160 | 1,843 | 364,210 | 10,562 | 1,660,430 | 546,374 | 66.66 |
| Pittsburgh-Birmingham | 72,139 | 3,286 | 1,127,085 | 29,693 | 12,167,184 | 1,508,605 | 74.71 |
| Transcontinental & Western Air, Inc. Total | 2,085,749 | 39,157 | 36,428,265 | 1,202,977 | 636,902,121 | 38,455,008 | 94.73 |
| New York-Los Angeles | 1,376,293 | 31,790 | 24,369,107 | 660,764 | 428,177,088 | 25,577,702 | 95.27 |
| Dayton-Chicago | 50,390 | 3,634 | 891,548 | 65,272 | 14,924,315 | 983,919 | 90.61 |
| Boulder City-San Francisco | 125,125 | 5,837 | 2,500,227 | 38,402 | 16,381,489 | 2,559,201 | 97.70 |
| Kansas City-Pittsburgh via Chicago | 399,766 | 11,774 | 6,364,128 | 318,394 | 154,527,914 | 6,639,227 | 95.86 |
| St. Louis-Detroit via Cincinnati and Dayton | 63,562 | 4,815 | 1,096,916 | 86,498 | 13,187,904 | 1,295,403 | 84.68 |
| Washington-Dayton via Columbus | 70,604 | 3,519 | 1,206,339 | 33,647 | 9,703,411 | 1,399,556 | 86.19 |
| United Air Lines, Inc. Total | 2,724,103 | 59,099 | 43,334,543 | 1,010,711 | 768,953,023 | 44,570,905 | 97.23 |
| New York-San Francisco | 2,088,926 | 30,569 | 30,806,353 | 802,568 | 672,862,235 | 31,666,442 | 97.28 |
| Salt Lake City-Seattle | 145,482 | 4,588 | 2,901,678 | 58,739 | 36,584,874 | 3,061,633 | 94.78 |
| Seattle-San Diego | 412,103 | 20,173 | 8,108,827 | 122,302 | 50,282,637 | 8,290,974 | 98.16 |
| Seattle-Vancouver | 13,056 | 1,974 | 259,643 | 5,774 | 725,686 | 274,170 | 94.70 |
| Washington-Toledo | 64,536 | 1,795 | 1,258,042 | 21,328 | 8,497,592 | 1,307,686 | 96.20 |
| Western Air Lines, Inc. Total | 309,668 | 12,315 | 5,653,649 | 68,975 | 30,910,257 | 6,344,928 | 89.11 |
| San Diego-Salt Lake City | 190,639 | 7,327 | 3,737,120 | 54,198 | 26,071,266 | 3,923,025 | 95.26 |
| Salt Lake City-Great Falls | 48,624 | 1,688 | 652,627 | 3,861 | 1,313,289 | 1,020,082 | 63.98 |
| Great Falls-Lethbridge | 9,900 | 573 | 85,532 | 717 | 80,252 | 197,262 | 43.36 |
| Los Angeles-San Francisco | 60,505 | 3,176 | 1,178,570 | 10,199 | 3,443,450 | 1,204,559 | 97.83 |
| Total | 13,569,602 | 398,420 | 222,214,119 | 6,149,351 | 3,087,654,564 | 243,529,056 | 91.25 |
| Colonial Airlines, Inc. Total | 114,300 | 6,295 | 1,953,260 | 27,225 | 8,336,254 | 2,490,300 | 81.38 |
| New York-Montreal | | | | | | | |
| Hawaiian Airlines, Ltd. Total | 78,337 | 8,968 | 1,308,343 | 601,473 | 92,057,702 | 1,373,376 | 95.26 |
| Honolulu-Hilo and Port Allen | | | | | | | |
| Grand Total | 13,762,239 | 413,683 | 225,475,722 | 6,778,049 | 3,188,048,520 | 247,302,732 | 91.17 |

¹The total passengers carried for each airline is an unduplicated figure with the exception of United whose unduplicated figure was not available.

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Operations for the first 9 months of 1944 compared with the same period of 1943

| Operator | Revenue miles flown January-September | | Revenue passengers carried (unduplicated) ¹ January-September | | Revenue passenger miles flown January-September | |
|---|--|------------|--|-----------|--|---------------|
| | 1944 | 1943 | 1944 | 1943 | 1944 | 1943 |
| All American Aviation, Inc. | 883,073 | 772,894 | 0 | 0 | 0 | 0 |
| American Airlines, Inc. | 24,400,829 | 19,661,006 | 666,595 | 598,984 | 406,560,217 | 327,309,307 |
| Braniff Airways, Inc. | 3,712,510 | 2,950,676 | 155,950 | 112,713 | 65,692,591 | 48,043,530 |
| Chicago & Southern Air Lines, Inc. | 1,896,368 | 1,631,765 | 71,445 | 61,390 | 33,475,778 | 26,027,572 |
| Continental Air Lines, Inc. | 1,694,218 | 1,146,946 | 48,183 | 35,105 | 16,797,229 | 11,138,441 |
| Delta Air Corporation | 2,382,405 | 1,628,440 | 114,127 | 77,637 | 45,284,256 | 30,224,866 |
| Eastern Air Lines, Inc. | 12,077,538 | 9,851,455 | 328,242 | 276,890 | 184,268,999 | 159,711,461 |
| Inland Air Lines, Inc. | 854,004 | 624,689 | 15,066 | 8,996 | 4,803,518 | 2,937,884 |
| Mid-Continent Airlines, Inc. | 1,652,820 | 1,000,302 | 54,566 | 24,574 | 15,697,257 | 6,827,127 |
| National Airlines, Inc. | 2,227,538 | 1,325,762 | 81,591 | 45,308 | 26,821,338 | 15,807,251 |
| Northeast Airlines, Inc. | 737,489 | 514,660 | 38,785 | 26,660 | 9,495,654 | 6,635,259 |
| Northwest Airlines, Inc. | 5,063,296 | 3,106,374 | 123,168 | 65,634 | 83,047,367 | 43,469,968 |
| Pennsylvania-Central Airlines Corporation | 3,578,268 | 2,216,260 | 284,983 | 169,098 | 62,546,899 | 37,599,422 |
| Transcontinental & Western Air, Inc. | 15,574,571 | 11,870,891 | 285,985 | 242,582 | 251,731,076 | 176,740,173 |
| United Air Lines, Inc. | 21,162,190 | 15,866,971 | 391,959 | 313,679 | 332,121,629 | 259,882,279 |
| Western Air Lines, Inc. | 2,148,759 | 1,462,722 | 82,964 | 54,876 | 39,272,930 | 23,212,462 |
| Total | 100,045,876 | 75,631,813 | 2,743,609 | 2,114,126 | 1,577,616,738 | 1,175,566,822 |
| Index (1943=100) | 132.25 | 100.00 | 129.78 | 100.00 | 134.20 | 100.00 |
| Colonial Airlines, Inc. | 718,848 | 512,756 | 40,030 | 27,702 | 12,379,746 | 8,148,472 |
| Hawaiian Airlines, Ltd. | 698,344 | 691,519 | 81,411 | 83,128 | 11,680,044 | 8,817,034 |
| Grand Total | 101,463,068 | 76,836,088 | 2,865,050 | 2,224,956 | 1,601,676,528 | 1,192,532,328 |
| Index (1943=100) | 132.05 | 100.00 | 128.77 | 100.00 | 134.31 | 100.00 |

| Operator | Express carried (pounds) January-September | | Express pound-miles flown January-September | | Passenger seat-miles flown January-September | | Revenue passenger load factor (percent) January-September | |
|---|---|------------|--|----------------|---|---------------|---|--------|
| | 1944 | 1943 | 1944 | 1943 | 1944 | 1943 | 1944 | 1943 |
| All American Aviation, Inc. | 105,273 | 113,752 | 15,659,025 | 15,664,605 | 0 | 0 | — | — |
| American Airlines, Inc. | 16,132,658 | 15,343,020 | 7,419,719,250 | 7,212,695,308 | 450,331,032 | 372,511,690 | 90.28 | 87.87 |
| Braniff Airways, Inc. | 896,315 | 1,058,559 | 410,759,489 | 534,661,694 | 71,881,574 | 52,453,171 | 91.39 | 91.59 |
| Chicago & Southern Air Lines, Inc. | 776,860 | 630,212 | 323,118,395 | 275,163,051 | 39,022,020 | 31,335,938 | 85.79 | 83.06 |
| Continental Air Lines, Inc. | 142,117 | 90,943 | 57,517,730 | 32,098,402 | 19,183,420 | 12,842,376 | 87.56 | 87.04 |
| Delta Air Corporation | 683,800 | 429,592 | 249,319,180 | 164,820,101 | 49,414,789 | 34,082,753 | 91.64 | 88.68 |
| Eastern Air Lines, Inc. | 4,020,187 | 3,260,418 | 2,438,355,943 | 2,020,006,748 | 212,658,868 | 184,497,253 | 86.65 | 86.57 |
| Inland Air Lines, Inc. | 33,863 | 19,382 | 6,899,760 | 4,734,079 | 4,604,759 | 4,510,965 | 71.75 | 65.13 |
| Mid-Continent Airlines, Inc. | 176,918 | 122,688 | 47,252,804 | 28,839,283 | 20,473,303 | 10,928,236 | 76.67 | 62.47 |
| National Airlines, Inc. | 305,250 | 242,305 | 104,121,020 | 69,304,293 | 30,695,544 | 18,457,733 | 87.38 | 85.64 |
| Northeast Airlines, Inc. | 90,629 | 76,258 | 17,826,669 | 15,606,298 | 15,379,562 | 10,800,107 | 61.74 | 61.44 |
| Northwest Airlines, Inc. | 1,533,533 | 1,118,846 | 816,182,445 | 737,298,343 | 96,760,314 | 51,979,758 | 85.83 | 83.63 |
| Pennsylvania-Central Airlines Corporation | 3,324,406 | 3,144,475 | 672,997,652 | 569,861,288 | 74,527,111 | 46,036,249 | 83.93 | 81.67 |
| Transcontinental & Western Air, Inc. | 9,706,104 | 7,777,741 | 5,095,346,457 | 4,443,708,320 | 273,229,475 | 198,449,650 | 92.13 | 89.06 |
| United Air Lines, Inc. | 7,817,528 | 7,634,480 | 5,912,850,839 | 5,812,848,179 | 344,895,379 | 284,011,884 | 96.30 | 91.50 |
| Western Air Lines, Inc. | 632,899 | 707,498 | 325,099,866 | 318,312,998 | 44,093,509 | 27,178,815 | 89.07 | 85.41 |
| Total | 46,598,340 | 41,770,169 | 23,913,026,584 | 22,255,622,990 | 1,749,240,659 | 1,340,076,578 | 90.19 | 87.72 |
| Index (1943=100) | 111.53 | 100.00 | 107.45 | 100.00 | 130.53 | 100.00 | 102.82 | 100.00 |
| Colonial Airlines, Inc. | 177,781 | 150,967 | 55,749,578 | 43,207,279 | 14,953,424 | 10,196,527 | 82.79 | 79.91 |
| Hawaiian Airlines, Ltd. | 5,335,427 | 4,383,941 | 882,021,612 | 696,246,340 | 12,585,296 | 12,582,752 | 94.53 | 70.07 |
| Grand Total | 52,111,548 | 46,305,077 | 24,790,797,774 | 22,995,076,609 | 1,776,549,379 | 1,363,855,857 | 90.16 | 87.44 |
| Index (1943=100) | 112.54 | 100.00 | 107.81 | 100.00 | 130.26 | 100.00 | 103.11 | 100.00 |

| | January | February | March | April | May | June | July | August | September | Total |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| Passengers carried (unduplicated) (total revenue and non-revenue) ¹ : | | | | | | | | | | |
| 16 domestic airlines... | 242,683 | 221,011 | 251,445 | 272,273 | 311,829 | 326,878 | 371,972 | 400,904 | 406,328 | 2,805,323 |
| Total airlines... | 255,001 | 231,809 | 262,347 | 283,899 | 324,275 | 340,961 | 387,674 | 419,838 | 421,705 | 2,927,509 |
| Passenger miles flown (total revenue and non-revenue): | | | | | | | | | | |
| 16 domestic airlines... | 141,474,106 | 125,088,611 | 142,834,165 | 155,159,351 | 181,038,023 | 193,288,705 | 211,703,804 | 227,350,700 | 225,471,943 | 1,603,409,408 |
| Total airlines... | 143,727,253 | 127,107,076 | 144,884,424 | 157,414,978 | 183,563,374 | 196,130,812 | 214,800,861 | 231,262,843 | 228,763,362 | 1,627,654,983 |

¹ Preliminary. Due to the delay in reporting by some companies, these figures are subject to revision in subsequent publications.

New Type Approvals

(Approval numbers and dates of assignment in parenthesis)

Propellers

2300 lbs. Grade 130 fuel. (Type Certificate No. 231, 9-16-44)

Bennett, models 24FC, 24LA, 24CA, 24LY, 24FA, 24FB; wood; 70 in. diameter; 47 in., 45 in., 48 in., 35 in., 45 in., 46 in. pitch, respectively; 90 hp, 2550 rpm. (Type Certificate No. 803, 9-1-44)

Beech, model R-002; steel hub with wood blades; 72 in. diameter; controllable pitch; 80 hp, 2700 rpm. (Type Certificate No. 804, 9-5-44)

Engines

Pratt & Whitney, model Double Wasp 2SBG, 18 cyl. radial air cooled. Rating: 2000 hp at 2700 rpm and 52 in. Hg. for Take-off; 1600 hp at 2400 rpm from sea level to 5300 ft. altitude in low blower ratio and 1450 hp at 2400 rpm from 9000 ft. to 13,300 ft. in high blower ratio. Dry weight

New Models
(Approval numbers at dates of approval of new models in parenthesis)

Propellers

Sensenich, models 76JB and 76JC; wood; 76 in. diameter; 51 in. to 40 in. pitch; 125 hp, 2600 rpm. (Type Certificate No. 766, 9-14-44)

U. S. Propellers, model 43K14859; wood; 76 in. diameter; 64 in. pitch; 115 hp, 2200 rpm. (Type Certificate No. 787, 9-23-44)

U. S. Propellers, model 44K7797; wood; 76 in.

diameter; 60 in. pitch; 115 hp, 2200 rpm. (Type Certificate No. 787, 9-23-44)

U. S. Propellers, models 72C, 70C, 68C; wood; 72 in., 70 in., 68 in. diameter, respectively; 57 in. to 48 in., 57 in. to 46 in., 56 in. to 44 in. pitch, respectively; 75 hp, 2600 rpm. (Type Certificate No. 752, 9-23-44)

U. S. Propellers, models 72L, 70L, 68L; wood; 72 in., 70 in., 68 in. diameter, respectively; 57 in. to 48 in., 57 in. to 46 in., 56 in. to 44 in. pitch, respectively; 65 hp, 2550 rpm. (Type Certificate No. 753, 9-23-44)

U. S. Propellers, models 72FA, 70FA, 68FA; wood; 72 in., 70 in., 68 in. diameter, respectively; 57 in. to 48 in., 57 in. to 46 in., 56 in. to 44 in. pitch, respectively; 80 hp, 2500 rpm. (Type Certificate No. 752, 9-23-44)

ORDERS 3157 THROUGH 3215



Airline Orders

Service

No. 3158 dismisses applications of Engel Air-Feeder Lines, Dockets 953 and 1370, for certificates. (Sept. 27)

No. 3159 dismisses applications of Oregon Motor Stages, Dockets 1178 and 1413, for certificates. (Sept. 27)

No. 3160 notifies EAL that the national defense no longer requires delaying service to the terminal point Boston, Mass., on routes Nos. 5 and 6; denies petition of Northeast that such action be deferred. (Sept. 28)

No. 3166 consolidates various applications proposing additional air transportation in the North Central area with the North Central Case—Docket 415 et al. (Sept. 29)

No. 3168 permits National to inaugurate on Oct. 1 service to New York, N. Y., through the use of La Guardia Fld. (Sept. 30)

No. 3169 denies Pan-Am's request that they be temporarily exempted from the provisions of Sec. 401(a) of the Civil Aeronautics Act insofar as they would otherwise prohibit Pan-Am from engaging in air transportation to and from Anchorage, Alaska. (Oct. 2)

No. 3170 grants temporary exemption to Alaska Airlines Inc. from provisions of Section 401 (a) of Civil Aeronautics Act insofar as they would prevent carrier from engaging in air transportation of persons and property between Anchorage and Juneau, Alaska, by way of the intermediate points of Cordova and Yakutat; provides that Alaska Airline is not exempted from the provisions of this section with respect to local air transportation between Anchorage and Cordova. (Oct. 2)

No. 3174 orders consolidation of applications for certificates (Docket 1171 et al) proposing foreign air transportation over South Atlantic routes of the following carriers: American Export, American South African Line, Inc., Pan American Airways, Inc., Pennsylvania-Central, Seas Shipping Co., Inc. and U. N. Airships, Inc. Also grants petitions of TWA, EAL, the Port of New York Authority, City of Norfolk, Va., Greater Miami Port Authority, and Baltimore Aviation Commission to intervene. (Oct. 3)

No. 3175 orders applications proposing air transportation to the North and Central Pacific and Australian areas and between the United States and Alaska be consolidated in a single proceeding (Docket 547 et al.) to be known as the Pacific case. (Oct. 3)

No. 3177 grants the Department of Justice leave to intervene in the Pacific case. (Oct. 3)

No. 3178 orders application of Andrew J. Burke for certificate to engage in air traffic between Corpus Christi and Laredo, Texas, dismissed without prejudice. (Oct. 3)

No. 3179 dismisses application of Western States Aviation Company for a certificate. (Oct. 3)

No. 3181 grants petition of Carolina Airways to intervene in the application of the National Airlines, Inc. for a certificate. (Oct. 4)

No. 3182 denies UAL's petition for reconsideration of Board order No. 3128 which consolidated American Airlines application with the West Coast Case. (Oct. 4)

No. 3186 approves interlocking relationships of Jack Frye as President and Director of Transcontinental and Western Air, Inc. and Director of TACA Airways, S. A. (Oct. 5)

No. 3187 orders temporary suspension of the transportation of persons by Inland Air Lines, Inc., to and from Spearfish, S. D. (Oct. 5)

No. 3188 dismisses application of Puget Sound Airways for a certificate in the West Coast Case, Docket 250 et al. (Oct. 5)

No. 3189 approves interlocking relationships of E. Lee Tallman as Director and Executive Vice President of TWA and Director of Air Cargo, Inc. (Oct. 6)

No. 3190 orders exhibits received in evidence during the hearing of the application of Alaska Airlines, Inc., and Woodley Airways for a certificate and the certification of the Postmaster General be withheld from publication until further order of the Board. (Oct. 6)

No. 3194 denies petition of National Airlines, Inc., for amendment of Board order 2947 retransportation of mail by National over routes 31 and 39. (Oct. 12)

No. 3197 grants the City of Philadelphia and the Boston Port Authority in the North Atlantic Route case, Docket 855 et al. (Oct. 13)

No. 3198 denies petitions of American Mid-Continent, and Eastern for rehearing and reargument of this application for certificates and those of TWA, Chicago and Southern, and United. (Oct. 14)

No. 3199 approves interlocking relationships requested in the application of Western Air Lines, Inc., L. H. Dwerikotte, Charlie N. James, Thomas Wolfe, Paul E. Sullivan, J. J. Taylor and William Coulter. (Oct. 14)

No. 3200 consolidates application of TWA, requesting removal of limitations on flights serving Los Angeles, with the West Coast Case. (Oct. 14)

No. 3201 dismisses application of Bremerton-Tacoma Stages, Inc., for a certificate. (Oct. 14)

No. 3202 orders certain severances, consolidations, and permission to intervene, in the applications of Wichita Falls Air Transport Company and others for certificates in the Texas-Oklahoma Case, Docket No. 337 et al. (Oct. 14)

No. 3203 permits the City of Springfield, Mo., to intervene in the application of Mid-Continent to Docket 651 et al. (Oct. 14)



No. 3204 denies the request of EAL to amend its certificate so as to include New Bern and Wilmington on its N. C. route 6. (Oct. 14)

No. 3205 amends the certificate of Northeast so as to include Laurence, Mass., as an intermediate point between Boston and Portland, Maine; denies application in all other respects. (Issued with an opinion—Sept. 29)

No. 3214 orders consolidation in the New England Case be amended by changing paragraph 3 as follows:

"That the portion of the application of All American Aviation, Inc., Docket No. 1239, proposing air transportation over the routes therein designated by the numbers 4, 5, 6, 7, 8, 10, 11 and 12 be and it is severed from Docket No. 1239 and assigned Docket No. 1546."

That the application of Page Airways, Inc., Docket No. 674, except the portion thereof proposing air transportation between Buffalo, N. Y., and Erie, Pa., be and it is severed from Docket No. 674 and assigned Docket No. 1657. (Oct. 20)

No. 3215 orders the Department of Justice, The Commonwealth of Massachusetts, The New Hampshire Aeronautics Commission, American Airlines, Inc., Transcontinental & Western Air, Inc., and New England Airlines, Inc., be and they are severally granted leave to intervene in the above proceeding. (Oct. 20)

Miscellaneous

No. 3157 approves agreements between 23 airlines relating to suspension of commission payments to agents. (Sept. 23)

No. 3167 approves joint application of Pan American Airways, Inc., and Pan American Airways Corp. requesting approval of their acquisition of the stock of China National Aviation Corp. subject to the condition, however, that they shall submit to the Board semi-annual financial and operations reports of China National. (Issued with an opinion—Sept. 29)

No. 3183 approves agreement between Pennsylvania-Central and Chicago and Southern relating to service to be rendered by each at the Chicago Municipal Airport. (Oct. 5)

No. 3184 approves agreement between Pennsylvania-Central and Northwestern for maintenance services at Milwaukee, Wis., by Penn-Central. (Oct. 5)

No. 3185 approves agreement between Braniff and Chicago and Southern relating to air conditioning of Chicago and Southern's planes at Houston, Tex. (Oct. 5)

No. 3191 approves agreement between Braniff and Eastern relating to air conditioning of Eastern's planes by Braniff at San Antonio, Tex. (Oct. 9)

Airman Orders

Suspensions

No. 3161 suspends the student certificate of John W. Chalender, Jr. for 60 days because he started the engine of an aircraft which was not equipped with parking brakes, had no competent operator at the controls, and no chocks at the wheels. (Sept. 29)

No. 3163 suspends Earl M. Clarkson's private certificate for 30 days. Clarkson landed at an emergency area near Cochise, Ariz. leaving his aircraft unguarded "and without rendering it incapable of operation by unauthorized persons." He also committed other violations of the Civil Air Regulations. (Sept. 29)

No. 3164 dismisses amended complaint which alleged that E. Farris Callaway, a commercial pilot, operated an aircraft between sunset and sunrise which was not equipped with properly functioning navigation lights.

No. 3165 suspends John N. Casparis's private certificate for 6 months because he copied a portion of a commercial pilot exam contrary to instructions thereon. (Sept. 29)

No. 3171 suspends Francis S. Frappier's private certificate for 60 days because he flew less than 500 ft. above the ground near Fort Wayne, Ind. and carried a passenger when the dual controls were operative. (Oct. 3)

No. 3193 suspends mechanic certificate of Liberi Pencieri B. Berardi for 60 days for failure to make adequate inspection and lack of good judgment. (Oct. 10)

No. 3195 suspends the student certificate of Joseph Aloysius Nowicki for 30 days because he did not report an emergency landing and carried a passenger, who was not a certificated instructor. (Oct. 13)

No. 3206 suspends private certificate of Victor A. Mulligan for 30 days for flying too low and failure to report an accident in which a passenger was seriously injured. (Oct. 17)

No. 3211 suspends student certificate of James W. Wooldridge for 30 days for flying at night within an airway traffic control center without having field flight plan. (Oct. 20)

No. 3212 suspends commercial certificate of Chester Earl Reid for 30 days for executing acrobatic maneuvers over a congested area at too low an altitude and committed other violations of the Civil Air Regulations. (Oct. 20)

Revocations

No. 3162 revokes the student certificate of Gordon M. Hampton because he flew less than 500 ft. in the vicinity of Des Moines, Iowa and committed other violations of the Civil Air Regulations. (Sept. 29)

No. 3172 revokes the student certificate of Robert Phillip Schweitzer for violation sections 20.720 and 20.724 of the Civil Air Regulations. Schweitzer carried a passenger who was not a certified instructor and permitted him to occupy a seat equipped with functioning dual controls. (Oct. 3)

No. 3207 revokes student certificate of Miles Elmer Westfall for flying a plane without obtaining permission of the registered owner; flying too low; and failure to provide himself with a parachute. (Oct. 17)

No. 3173 dismisses complaint against Floyd G. Grieve, holder of mechanic certificate, because charges made in complaint are not sustained by evidence. (Oct. 3)

No. 3176 dismisses application of the Ryan School of Aeronautics for a certificate under Section 401 of Civil Aeronautics Act. (Oct. 3)

No. 3180 assigns for oral argument the case of Newton H. Reid, doing business as Reid School of Aeronautics. (Oct. 3)

No. 3196 refuses request of Joseph C. Merguet for waiver of Sec. 20.145 of the Civil Air Regulations requiring written examinations. (Oct. 13)

No. 3208 dismisses complaint against Don Victor Magee, holder of mechanic certificate. (Oct. 17.)

No. 3213 amends order No. 2753 so as to permit Robert G. Myers, holder of a commercial certificate, to apply for a flight instructor rating. (Oct. 20)

98 Of Foreign Origin Get Pilot Licenses

Among the 98 persons given pilot licenses during the fiscal year 1944 eighteen were of Japanese origin, born in the United States, 42 German, and 18 Italian, according to the annual report of the Civil Aeronautics Administration Legal Office. The total list of applicants numbered 110. All were examined by the Provost Marshal General and 12 were dropped.

Nine applicants were of Austria-Hungary origin and four of Rumanian, and there were one each from Bulgaria, Colombia, Czechoslovakia, Finland, France, Poland and Yugoslavia.

Aside from the smaller number of violations resulting principally from war's restrictions on private flying, the report followed the usual pattern. There were 1,024 cases of violation, including pilots, plane owners, aircraft companies, air agencies and others, and of these, the commercial pilots were responsible for the largest number, 287. Student pilots were next with 240 and private pilots with 195. Airline pilots, as usual, were well-behaved, only 18 of them requiring official attention.

Most of the action taken by the CAA consisted of reprimands, of which there were 275. The Administration also assessed civil penalties in 144 cases, 85 licenses were revoked, and 118 suspended by the Civil Aeronautics Board on complaints filed by the Administrator.

A total of \$7,065 was collected in civil penalties, of which commercial pilots paid the most, \$2,610. Airlines and aircraft manufacturing companies were fined \$650 and \$500 respectively.

Violations of the Civil Air Regulations were involved in 297 accidents, of which 84 resulted in fatalities.

No record was kept by the Civil Aeronautics Administration of violations of the Civil Air Regulations by military fliers, whose violations are observed and reported to military authorities.

Emergency regulations resulting from the war condition accounted for 131 violations, such as taking off from or landing on undesignated landing area, taking off without proper official clearance, and deviating from the terms of a clearance.

NOVEMBER 15, 1944

| TITLE | PART No. | PRICE | | DATE LATEST EDITION | | No. AMENDMENTS ISSUED | |
|---|-------------|--------|--------|------------------------|---------|--------------------------|--------|
| | | Part | Manual | Part | Manual | Part | Manual |
| Aircraft | | | | | | | |
| Airworthiness Certificates..... | 01 | \$0.05 | None | 10/15/42 | None | 1 | |
| Type and Production Certificates.. | 02 | .05 | None | 3/1/41 | None | | |
| Airplane Airworthiness..... | 04 | .15 | (1) | 11/1/43 | 2/1/41 | 2 | 5 |
| Engine Airworthiness..... | 13 | .05 | None | 8/1/41 | None | | |
| Propeller Airworthiness..... | 14 | .05 | (1) | 7/15/42 | 12/1/38 | | |
| Equipment Airworthiness..... | 15 | Free | \$0.10 | 4/15/44 | 7/1/38 | | |
| Radio Equipment Airworthiness..... | 16 | 0.05 | Free | 2/13/41 | 2/13/41 | | 1 |
| Maintenance, Repair, and Alteration of Aircraft Engines, Propellers, Instruments..... | 18 | .05 | 0.50 | 9/1/42 | 6/1/43 | | |
| Airmen | | | | | | | |
| Pilot certificates..... | 20 | .10 | None | 2/15/44 | None | 4 | |
| Airline Pilot Rating..... | 21 | .05 | None | 10/1/42 | None | 3 | |
| Lighter-than-air Pilot Certificates..... | 22 | .05 | None | 10/15/42 | None | | |
| Mechanic Certificates..... | 24 | .05 | None | 7/1/43 | None | | |
| Parachute Technician Certificates..... | 25 | .05 | None | 12/15/43 | None | | |
| Traffic Control Tower Operator Certificates..... | 26 | .05 | None | 2/1/44 | None | | |
| Aircraft Dispatcher Certificates..... | 27 | .05 | None | 10/1/43 | None | | |
| Physical Standards for Airmen..... | 29 | .05 | None | 6/1/42 | None | 2 | |
| Air Carriers | | | | | | | |
| Air Carrier Operating Certification..... | 40 | .10 | None | 11/1/42 | None | 3 | |
| Air Agencies | | | | | | | |
| Flying School Rating..... | 50 | .05 | Free | 11/1/40 | 12/40 | 3 | 2 |
| Ground Instructor Rating..... | 51 | .05 | None | 12/15/43 | None | | |
| Repair Station Rating..... | 52 | .05 | Free | 10/1/42 | 2/41 | | |
| Mechanic School Rating..... | 53 | .05 | (1) | 8/1/42 | 5/40 | | |
| Parachute Loft Certificates and Ratings..... | 54 | .05 | None | 1/21/43 | None | | |
| Air Navigation | | | | | | | |
| Air Traffic Rules..... | 60 | .10 | 0.15 | 11/15/43 | 8/1/43 | 6 | |
| Scheduled Air Carrier Rules..... | 61 | .10 | None | 2/1/44 | None | 2 | |
| Foreign Air Carrier Regulations..... | 66 | .05 | None | 3/1/42 | None | | |
| Miscellaneous | | | | | | | |
| Definitions..... | 98 | .05 | None | 10/15/42 | None | | |
| Regulations of the Administrator | | | | | | | |
| Aircraft Registration Certificates..... | 501 | Free | None | 3/31/43 | None | | |
| Recordation of Aircraft Ownership..... | 503 | Free | None | 3/31/43 | None | | |
| Seizure of Aircraft..... | 531 | Free | None | 12/8/41 | None | | |

¹ Out of stock. ² Special regulation No. 223.

Note: Those parts and manuals for which there is a price are obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Remittances must be by cash or by money order, payable to the Superintendent.

Regulations

Reg. 319-A.....Effective Oct. 8, 1944

Special Civil Air Regulation Serial Number 319 is amended by striking the words "October 8, 1944" and inserting in lieu thereof the words "April 8, 1945."

Reg. 323.....Effective Sept. 29, 1944

Notwithstanding the provisions of §§61.5140(a), 61.5141(b), 61.5150(a), and 61.5151(b), any first pilot who on or subsequent to December 7, 1941, was qualified as such and as competent over a regular or alternate route and who has been employed by a scheduled air carrier as first pilot in military air transport operations will be considered competent over such route after completing over the route either (a) one one-way trip as first pilot accompanied by a check pilot or (b) two one-way trips as second pilot.

This regulation shall be effective for the duration of the war and not to exceed three months thereafter.

Reg. 322.....Effective Nov. 1, 1944

AMENDMENT NO. 2 OF THE SECTION 238.3 OF THE ECONOMIC REGULATIONS—TERMS, CONDITIONS, AND LIMITATIONS OF CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY ISSUED UNDER SECTION 401 OF THE ACT.

Section 238.3 of the Economic Regulations is hereby amended by adding the following paragraph as Part IV thereof:

"A scheduled stop at a point within the con-

tinental United States shall not be scheduled to exceed 45 minutes on any flight if the origination or termination of such flight at such point is prohibited by any restriction in the certificate."

Amdt. 20-3.....Effective Sept. 19, 1944

20.127 Aeronautical skill. Applicant shall satisfactorily demonstrate his ability to pilot aircraft in solo flight and, in addition to normal take-offs, turns and landings, to perform satisfactorily the following maneuvers: * * *

(g) When the applicant's medical certificate shows a structural defect or limitation such additional maneuvers and tests as may be found necessary by the Administrator to demonstrate the competency of the applicant to pilot aircraft safely. A pilot certificate issued under these circumstances may be limited to the operation of a particular aircraft and as to type of operation and period of reexamination.

Amdt. 20-4.....Effective Oct. 20, 1944

§20.724 (Dual Control Airplanes) of the Civil Air Regulations is repealed.

Amdt. 29-2.....Effective Sept. 19, 1944

29.12(c) General physical condition. No applicant shall have an organic or functional disease which would interfere with the safe piloting of aircraft, or other duties of his airman certificate. Any structural defect or limitation shall be noted on the medical certificate.

CAA Asked by Army For Air Control Aid

Installation of CAA approach control procedures in additional towers for the safer handling of military aircraft at busy centers is announced.

Approach control, first tried out extensively by the CAA at the Presque Isle, Maine base, has been so effective in the prevention of collisions and the expediting of departures from this busy base, that additional stations have been requested by the Army and will be added as equipment becomes available. It is now in effect at Pittsburgh, Pa., Atlanta, Ga., Fort Worth, Tex., Kansas City, Kans., St. Louis, Mo., San Diego, Calif., and Medford, Oreg.

Now being installed are Chicago, Ill., Columbus, Ohio, and MacDill Field, Tampa, Fla. The CAA is planning to begin approach control procedures at Washington National Airport within the next 60 days. This center will also control aircraft arriving at and departing from Bolling Field, and the Anacostia Naval Station.

Other priority locations on the Army list are the bases at Richmond, Va., Nashville, Tenn., Charleston, S. C., and Savannah, Ga.

Burden

(Continued from page 126)

and we may take Brazil as representative of the air trade possibilities in a large South American country.

"Values per pound is probably the key consideration, for perishable, fragile, and 'style factor' commodities now shipped to Brazil represent only 1/2 of 1% of our total exports to that country. At 25 cents per ton-mile the transportation charges for one ton moving 4,000 miles would be \$1,000. If the commodity were worth \$3 a pound, or \$6,000 a ton, the air cargo charge would be 16.6 per cent of the value of the commodity, which compares not too unfavorably with a ratio of 8.43% on railway freight movements.

"If we consider as potential air cargo only those export commodities valued at \$3 per pound or over, where the transportation charge would represent roughly 15% of value, the dollar volume of goods suitable for air transport, including the perishable, fragile, or 'style factor' commodities, would amount to 2.1% of our total exports to Brazil and an equal percentage of our imports from that country. In weight it would amount to only 3,595 tons per year and the annual revenues to the airlines would be only \$3,595,000.

"If reductions in air freight rates, due to technical improvements in aircraft and increased volume, eventually make it economically possible to ship goods with a value of only 50 cents per pound or \$1,000 per ton, the total value of the goods available for air shipment would increase to 7.7% by value of the total trade between the two countries and the total to 7,653 tons per year—still a very small business as merchandise transport goes.

"It is plain then that although transoceanic air cargo merits close study by port authorities, it is not likely to develop in important volume for many years to come. In the present state of the art it cannot be considered even a potential competitor of the steamship."

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Captain Wiesener

Captain O. A. Wiesener, Chief Medical Officer, Royal Norwegian Air Force, Training Center, Toronto, Ontario, Canada, is completing a six weeks tour of military and civil aviation medical centers of the United States. While in Washington, D. C. he conferred with Dr. W. R. Stovall, Medical Director of the Civil Aeronautics Administration. Captain Wiesener has been observing recent developments and collecting data for use in re-establishing the aviation medical facility of his country. He is deeply interested in the development of internationally acceptable physical standards for pilots.

Captain Wiesener is a graduate of the U. S. Army Air Forces School of Aviation Medicine, Randolph Field, Tex., Class of 1941. Since completing this work he has served as Chief Flight Surgeon of the Norwegian Air Unit in Canada.

CAA Names 16 Physicians As Physical Examiners

Appointments of physicians to conduct physical examinations for the Civil Aeronautics Administration have been made as follows:

ARKANSAS—L. L. Hubener, Blytheville Hospital, Blytheville
CALIFORNIA—Gordon Bunney, 1234 Empire St., Fairfield
COLORADO—Lester E. Thompson, Woolworth Bldg., Salida
FLORIDA—Gail E. Chandler, Huntington Bldg., Miami
IDAHO—Rulon Beach Lindsay, Lewis Bldg., Montpelier
INDIANA—William M. Dugan, 23 East Ohio, Indianapolis
IOWA—John L. Keane, 970 Locust St., Dubuque
KANSAS—Louis K. Zimmer, Lawrence
LOUISIANA—James A. Durand, University Hospital, Baton Rouge
MONTANA—Clifford Farrand, Jordan
NEW YORK—Joshua William Davies, 580 Park Avenue, New York
PENNSYLVANIA—Robert Parker Banks, 210 Bridge St., Millintown and Edwin Christian Miller, First Nat'l Bank Bldg., Johnstown
SOUTH DAKOTA—S. Schultz, Philip
TEXAS—Alfred John Bohman, 104 1/2 East Main St., Cuero and L. D. Stuart, 519-523 Professional Bldg., Temple

Handicapped Pilots Restriction Eased By Administrator Wright

Persons physically handicapped by structural defects such as loss of limb, limitation of motions in joints and wasting of muscles, now may obtain Student and Private pilot certificates with less delay if they can prove their ability to fly safely, according to an announcement by T. P. Wright, Civil Aeronautics Administrator.

Method of Procedure.—Under the new provision in the Civil Air Regulations, the applicant's medical certificate, if he otherwise is qualified, bears a notation of his structural defect, and he may be issued a student certificate without further examination or test. The Instructor decides when he is competent to solo. When he has sufficient experience and believes himself competent to pass the flight examination for a private pilot's certificate, he demonstrates his ability to perform the usual flying maneuvers to a CAA flight inspector, and such other maneuvers as the Inspector may consider important, in view of his particular disability. Only structural defects and not conditions due to active diseases are handled in this manner.

The Administrator, under the new ruling, may limit the physically handicapped pilot to the operation of certain makes and models, certain general types of planes or to planes suitably remodeled for the individual concerned.

Delays Under Old Plan.—Previously, the structural defect of the applicant was noted on his medical examination by the official CAA examiner, and routine required that the case be forwarded to Washington for study by the Medical Director who would then authorize the applicant to be given a flight test, and if the CAA inspector considered it probable he could learn to fly safely, he proceeded with his instruction. When he had soloed and applied for his private pilot's license, the same routine was followed, and he had to demonstrate his improved ability to the CAA inspector. The necessity for individual CAA inspectors to cover large sections of the country, and their inability to visit airports except on schedule often resulted in serious delays in such cases.

This change in the Civil Air Regulation, the Administrator pointed out, is another step in simplifying flying for the general public. Other restrictions on private flying have been eliminated and still others are under study by the Civil Aeronautics Board for approval.

Heads New Ninth Region

Announcement of the appointment of John M. Beardslee as manager of newly created Region Nine is made by T. P. Wright, Civil Aeronautics Administrator. Beardslee has been with CAA and its predecessors since 1928 when he began as a civil engineer assisting in the first work on the airways system. At the time of his appointment he was in Hawaii as manager of the Pacific Islands office.

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